TTC'S KINGSTON ROAD CORRIDOR SERVICES STUDY

The Committee recommends the adoption of the report (February 24, 1984) from the Commissioner of Planning and Development.

Subject: TTC's Kingston Road Corridor Services Study

Origin: City Services Committee meeting on January 10, 1984 (c71csc84013:44)

Comments:

1. Background

At its meeting on January 10, 1984, the City Services Committee had before it a communication (December 16, 1983) from the TTC forwarding, for review and comment, a report entitled Kingston Road Corridor Services Study. The Committee requested the Commissioner of Planning and Development to report on the foregoing matter and to include in the report comments on off-peak headways on Queen Street East. This report is in response to that request.

METROPOLITAN
TORONTO
CENTRAL
LIBRARY
Reference

The TTC is currently investigating the rehabilitation of streetcar tracks on Kingston Road between Queen Street East and Victoria Park Avenue. The Kingston Road Corridor Services Study, which is part of this investigation, involves a review of service in the Kingston Road-Queen Street corridor. Six service alternatives were analyzed, including a Dundas East bus route which was submitted by the City of Toronto for study as part of the TTC's 1983 Service Evaluation Program.

On February 21, 1984, a public meeting was held in Ward 9 on the Kingston Road Corridor Services Study. Representatives from the TTC, the City of Toronto Public Works Department and my Department were present. The concerns raised at that meeting are discussed later in this report.

2. Summary of Kingston Road Corridor Services Study

2.1 Introduction

Appendix 1 provides a brief description of each of the six service alternatives evaluated. Appendix 2 summarizes the annual operating and capital costs for each alternative. A summary of the service-related costs and benefits of the major alternatives is attached as Appendix 3. Alternative B - the Queen Streetcar Split, which ac... to the TTC offers the greatest benefits to transit users and has the lowest overall annual c... was selected by the TTC as the preferred option.

The Dundas East bus alternative, which also ranked favourably in terms of user benefits, was estimated to cost $818,000 per year more than the "Queen Street Split" alternative and was therefore rejected.

2.2 Proposed Services Changes

Map 1 provides an illustration of the existing and proposed routes in the Kingston Road - Queen Street corridor. The major proposed changes are listed below:

1. elimination of the Downtowner streetcar service between Bathurst station and the McCaul loop;

2. re-routing of the Kingston Road Tripper streetcar service in the Downtown area from King Street to Queen Street;

3. removal of the weekday evening and weekend bus service from Kingston Road;

4. splitting of the Queen streetcar service during the weekday-evening and weekend periods into two branches:

   - one branch operating between the Humber and Neville loops (this is the present route of the Queen car); and

   - the other branch operating between the Humber and Bingham loops, via Queen Street and Kingston Road.

Appendix 4 provides a summary of the existing and proposed headways for the affected services. The only major changes in headways will be on Queen Street East, east of Kingston Road, during the weekday evening and weekend periods where, as a result of the proposed split in service, the number of scheduled vehicles will be cut in half.

2.3 Annual Savings to TTC

Based on the TTC's estimates, the proposed changes will represent an annual net saving to the TTC of approximately $570,000. Approximately 74% of the estimated savings or $420,000 will result from eliminating the Downtowner streetcar service between Bathurst station and the McCaul loop. The remaining 26% of the savings or $146,000 will result from the proposed split in the Queen car service.

2.4 User Benefits/Disbenefits

The major impacts on users resulting from the proposed changes are as follows:

1. less frequent headways and, therefore, longer waiting times for 1900 evening and 5700 weekend users on Queen Street, east of Kingston Road;

2. longer travel time and the inconvenience of an additional transfer for approximately 1200 daily users of the Kingston Road Tripper who will no longer have direct service to the Downtown via King Street; and

3. direct evening and weekend streetcar service to the Downtown via Kingston Road and Queen Street for approximately 700 evening and 3450 weekend users, living in the vicinity of Kingston Road.

3. Public Meeting

On February 21, 1984, a public meeting was held in Ward 9 to discuss the Kingston Road Corridor Services Study. Almost all of the comments that were made at the meeting were complaints about irregular streetcar service on Queen Street, including:

1. constant short-turning of eastbound streetcars at Coxwell without proper notification, forcing passengers destined to the Beaches area to off-load and wait for another vehicle;

2. the bunching and resultant irregular spacing of streetcars, resulting in long waiting times at transit stops along the route;

3. a noticeable deterioration in the quality of service over the last few years; and

4. poor management of streetcar drivers, resulting in:

   - unnecessarily long lay-overs at the Neville and Bingham loops, with more bunching of vehicles;

   - unscheduled stops by drivers for personal convenience; and

   - unnecessarily long delays where drivers are being replaced at the end of a shift.

It should be noted that there have been constant complaints in recent years about the unscheduled short-turning of streetcars on Queen Street at Coxwell.

TTC staff at the meeting responded to these complaints by indicating that they will be reviewing the management of their streetcar operations to find ways to improve service regularity and that they would be forwarding a report to their Commission outlining what action should be taken.

The TTC staff, however, indicated that traffic congestion was still the largest contributing factor to service irregularity and all the related problems including vehicle bunching and that some transit priority measures would have to be implemented by the City of Toronto if any significant improvement in service regularity is going to be achieved.

In relation to the Kingston Road Corridor Services Study, support was expressed for more streetcar service on Kingston Road although not at the expense of a less frequent service on Queen Street East. However, the overriding concern expressed at the meeting was for improved regularity for streetcar service on Queen Street.

4. Comments on the Proposed Changes

Perhaps the greatest negative impact of the proposed Queen Street split will be on the 1900 evening and 5400 weekend users of the Queen Street car, east of Coxwell Avenue. It is on this section that service will be cut in half in order to introduce evening and weekend streetcar service to Kingston Road.

In discussions with TTC staff, they have indicated that the section of Queen Street, east of Kingston Road, is presently over-served and that the proposed headway reductions are consistent with ridership levels and TTC vehicle loading standards. However, in light of the many complaints about service irregularity and particularly the chronic problem of unscheduled short-turned vehicles at Coxwell Avenue, the TTC's assertion that service on Queen Street East, east of

Coxwell Avenue, will be adequate does not appear to be valid. Although scheduled service under their proposal may be adequate, the real service presently bears little resemblance to the schedule.

The proposed elimination of the Downtowner service between Bathurst station and the McCaul Loop would not be a significant loss of transit service into the downtown since it is used primarily as a local service on Bathurst Street. The TTC have indicated that the existing Bathurst streetcar service will adequately accommodate current ridership within the TTC's vehicle loading standards on the affected portion of Bathurst Street.

The elimination of the Kingston Road Tripper service to the downtown via King Street seems to be of questionable merit even though no objection was raised at the public meeting. First of all, existing and future employment is and will continue to be more concentrated around King Street than Queen Street. Thus, there would not appear to be any justification from the perspective of travel demand for relocating this service north to Queen Street. Secondly, the extra streetcars that will be introduced to Queen Street in the downtown area as a result of the re-routing will add to the congestion and delays already experienced by the streetcar service on Queen Street.

The TTC have stipulated that their proposed reorganization of transit services should not be implemented unless accompanied by an earlier proposed package of transit priority measures, which include reserved transit lanes on Queen Street between University Avenue and Sherbourne Street. The Queen Street transit priority measures were approved by the TTC at their Commission meeting of March 22, 1983, and referred to the City of Toronto for comment. Consideration, however, has been deferred by City staff pending the outcome of another related study currently underway. This study entitled Main-Line Transit Priority Measures is being undertaken by the Metro Roads and Traffic Department, in consultation with the TTC. A report on these related studies will be forthcoming in the near future. In the meantime, I have written to the appropriate agencies outlining some of the traffic improvements that should be considered.

Based on the preliminary analysis of the effectiveness of these transit priority measures on streetcar operations on Queen Street, there does appear to be some scope for improving service regularity through traffic control measures, particularly turning restrictions at intersections. However, our analysis does support the need identified at the public meeting for better management of streetcar operations on Queen Street by the TTC.

Conclusions: Concerns raised recently at a public meeting and our preliminary analysis of streetcar operations on Queen Street, have shown there is a need for a combined program of transit priority measures and improved TTC management of streetcar operations on Queen Street in order to improve service regularity. The TTC are currently reviewing their management of streetcar operations and a study of transit priority measures for Queen Street is currently underway involving the TTC, the Metro Roads and Traffic Department, the Public Works Department and my Department as well. A report from my Department will be forthcoming in the near future.

The TTC have stated that the Queen streetcar split will not be implemented until transit priority measures on Queen Street have been implemented although, in the interim, they will be proceeding with plans to eliminate the portion of the Downtowner streetcar service operating between Bathurst station and the McCaul loop during the rush hours. This reduction in the Downtowner service would not represent a significant loss of service into the Downtown area since it is used primarily as a supplement to the Bathurst streetcar service which, according to the TTC, is adequate to handle the passenger loads on Bathurst Street. City Council could support this proposal on the understanding that, if overcrowding results on the Bathurst streetcar service, the TTC will improve the Bathurst service.

In light of the irregular nature of the Queen streetcar service, City Council should not support any further scheduled reductions in service on Queen Street as proposed by the Kingston Road Corridor Services Study. If, however, service regularity were to significantly improve as a result of implementing transit priority measures and improved TTC management of the service, then City Council could review the proposed Queen streetcar split option in the future.

Finally, the proposed relocation of the Kingston Road Tripper streetcar service from King Street to Queen Street in the Downtown area should not be supported since it would be reducing service in the densely populated King Street corridor while only adding to the problems of congestion and irregularity presently affecting the Queen streetcar service.

Recommendations:

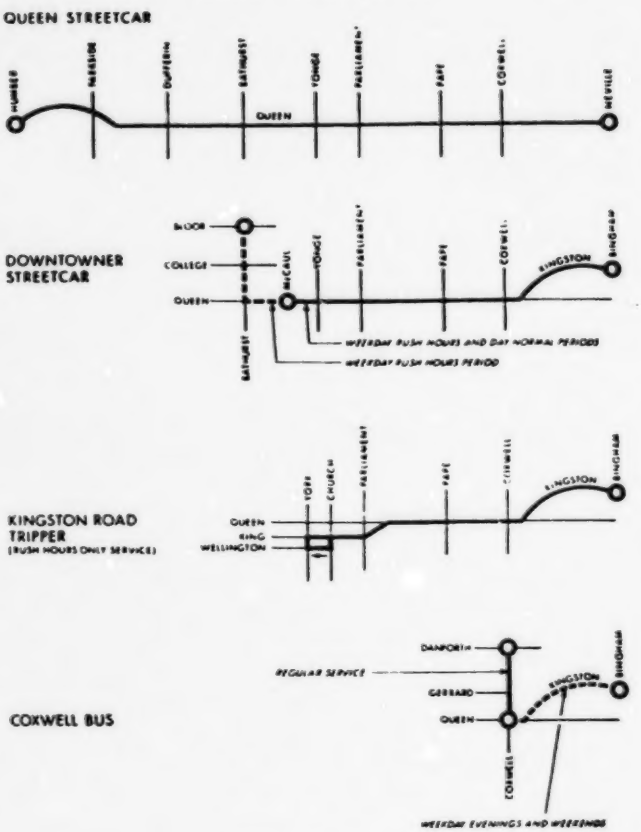
1. That City Council advise the TTC that it is opposed to the following proposals in the Kingston Road Corridor Services Study:

   - the reduction of off-peak streetcar service on Queen Street East, east of Coxwell; and

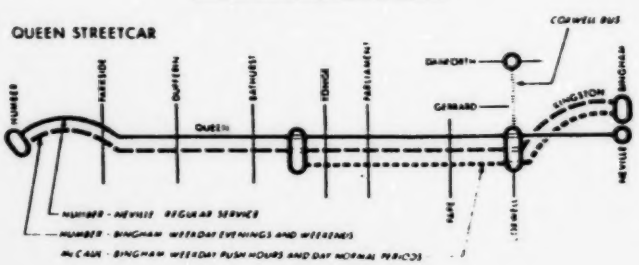
   - the relocation of the Kingston Road Tripper service from King Street to Queen Street in the Downtown area.

2. That City Council advise the TTC that it has no objection to the proposed elimination of the portion of the Downtowner streetcar service operating between Bathurst station and the McCaul loop, on the understanding that, if overcrowding results on the Bathurst streetcar service as a result, the TTC will improve the frequency of the Bathurst streetcar service.

EXISTING SERVICE



PROPOSED SERVICE



KINGSTON ROAD CORRIDOR
SERVICES STUDY

Appendix 1

Alternative Service Designs

Status Quo

The existing streetcar - Kingston Road Tripper, Downtowner - and bus - Coxwell - routes would be retained.

Alternative A - Existing Revised

The existing streetcar and bus operations would be retained on Kingston Road. However, the Downtowner streetcar service would be shortened during the rush hours to terminate at the McCaul loop.

Alternative B - Queen Streetcar Split

The Downtowner and Kingston Road Tripper streetcar services would be eliminated and replaced by a branch of the Queen streetcar. This service would operate in all time periods, replacing the Coxwell bus service in the evenings and on weekends. Evening and weekend service is provided on Kingston Road by splitting the Queen streetcar service.

Service on Bathurst Street north of Queen and on Queen Street west of McCaul currently provided in the peak periods by the Downtowner streetcar would be eliminated.

Service currently provided by the Kingston Road Tripper on King Street would be discontinued.

Alternative C - Coxwell Bus

The Downtowner and Kingston Road Tripper streetcar services would be eliminated. Service on Kingston Road would be provided by the Coxwell bus service, operating out of the Coxwell subway station, in all time periods.

Additional streetcar service on Queen Street would be provided by a short-turn branch of Queen cars operating between McCaul and Coxwell.

Alternative E - Dundas Street East Bus

The Downtowner and Kingston Road Tripper streetcar services would be eliminated and replaced by diesel buses operating downtown via Dundas Street East and Shuter Street. The Coxwell bus service on Kingston Road during evenings and weekends would also be replaced by the Dundas buses. The Queen streetcar service would remain unchanged.

Alternative F - Dundas East Through Bus

The Downtowner, Kingston Road Tripper and Kingston Road services would be eliminated and replaced by two branches of the Dundas Street East bus. One branch would operate from St. Clair Avenue and Kingston Road to the Downtown via Kingston Road. The second branch would operate from Victoria Park station, south on Victoria Park Avenue, and west on Kingston Road to the downtown area.

Appendix 2

Summary of Annual Operating and Capital Costs ($1983) for the Alternative Service Designs

Alternative	Annual Oper. Costs	Annual Capital Costs	Total Ave. Annual Costs	Rel. Cost(1) Index
Status Quo	14,153,700	3,760,400	17,914,100	1.00
Alternative A - Existing Revised	13,908,200	3,583,400	17,491,600	.98

Alternative B - Queen Streetcar Split	13,761,400	3,583,600	17,345,000	.97
Alternative C - Coxwell Bus	14,430,400	3,332,900	17,763,300	.99
Alternative E - Dundas East Bus	15,289,900	2,872,700	18,162,600	1.01
Alternative F - Dundas Through Bus(2)	15,300,100	2,903,400	18,203,500	1.02

1. Compares alternatives with cost of existing service.

2. Costs, for comparative purposes, exclude costs attributed to Kingston Road bus service.

Appendix 3

NUMERICAL BENEFITS/DISBENEFITS
(ALL NUMBERS ARE EXISTING RIDERS EXCEPT WHERE NOTED)

	BENEFITS							DISBENEFITS							
Alternatives	Off Peak through service to Downtown	Consistent Operation all time periods	Streetcar Operation all time periods	Improved frequency on Queen Street (King to McCaul)	Transfer Free ride to Downtown	More Transit coverage (Dundas East Catchment Area)	Better peak period headways on Kingston Road in Toronto	Transfer at Queen and Bathurst	Transfer to King or other services	Slightly Widened peak headway on King (Queen to Church) (1'57" to 2'33")	Widened off-peak headway on Queen St. East of Kingston Road (5' to 10')	Transfer at Queen and Carwell	Forced to Subway	Walking transfer to Queen	Widened Headways on Queen Street (Kingston Road to McCaul)
A) Revised Existing	-	-	-	-	-	-	-	600 daily	-	-	-	-	-	-	-
B) Queen Streetcar Split	700 Evenings 3450 Weekends	700 Evenings 3450 Weekends	5100 daily	10750 daily	5100 daily	-	680 daily	600 daily	1200 daily	900 daily	1900 Evenings 5700 Weekends	-	-	-	-
C) Carwell Bus	-	700 Evenings 3450 Weekends	-	-	-	-	-	600 daily	-	-	-	600 daily	600 peak hour	-	-
D) Dundas East Bus	700 Evenings 3450 Weekends	700 Evenings 3450 Weekends	-	-	5100 daily	18,000 residents	680 daily	600 daily	-	900 daily	-	-	-	600 daily	15,800 daily

11-109-76
November 25, 1983

Service Planning Department

Source: Kingston Road Corridor Services Study. Table 4

Appendix 4

Status Quo

Service Summary

Route	Round Trip Distance (miles)	Round Trip Time (minutes) Peak	Midday	Eve
Queen (501)	21.0	120	120	110
Downtowner (502) - Bathurst	16.2	98	-	-
- McCaul	12.2	-	72	-
Kingston Rd. Tripper (503)	11.7	68	-	-
Coxwell (22) - Queen	2.8	21	20	-
- Bingham	6.9	-	-	40

Route	Daily AM	Midday	PM	Eve	Saturday Midday	Eve	Sunday Midday	Eve
Queen (501)	2-27	4-17	2-27	5-00	4-00	5-00	5-47	6-00
Vehicles	49	28	49	27	30	22	19	18
Downtowner (502)								
Bingham -Bathurst	7-00	-	7-00	-	-	-	-	-
Bingham -McCaul	-	12-00	-	-	-	-	-	-
Vehicles	14	6	14	-	-	-	-	-
Kingston Rd. Tripper (503)								
	8-00	-	8-30	-	-	-	-	-
Vehicles	8	-	8	-	-	-	-	-
Coxwell (22)								
Coxwell Stn. -Queen	7-00	10-00	7-00	-	-	-	-	-
Coxwell Stn. -Bingham	-	-	-	10-00	8-00	10-00	10-00	10-00
Vehicles	3	2	3	4	5	4	4	4
Total Vehicles	71	34	71	22	30	22	19	18
Streetcars	3	2	3	4	5	4	4	4
Buses								

Source: Kingston Road Corridor Services Study, Background Report, Table A-1

Appendix 5

Alternative B

Queen Streetcar Split

Service Summary

Replace the Downtowner (502) and Kingston Road Tripper (503) streetcar services by a branch of the Queen (501) streetcar. This service to run in all operating periods, replacing the Coxwell (22A) bus in the evenings and on Saturday and Sunday.

Route	Round Trip Distance (miles)	Round Trip Time (minutes) Peak	Midday	Eve
Queen (501)				
Humber-Neville	21.0	120	120	110
McCaul-Bingham	12.2	74	72	-
Humber-Bingham	21.5	-	-	110

Route	Daily AM	Midday	PM	Eve	Saturday Midday	Eve	Sunday Midday	Eve
Queen (501)								
Humber-Neville	2-27	4-17	2-27	10-00	8-00	10-00	11-34	12-00
McCaul-Bingham	3-53	12-00	3-53	-	-	-	-	-
Humber-Bingham	-	-	-	10-00	8-00	10-00	11-34	12-00
Combined	1-30	3-09	1-30	5-00	4-00	5-00	5-47	6-00
Vehicles	68	34	68	22	30	22	19	18
Coxwell (22)								
Coxwell Stn. - Queen	5-00	10-00	7-00	10-00	6-40	10-00	10-00	10-00
Vehicles	4	2	3	2	3	2	2	2
Total Vehicles								
Streetcars	68	34	68	22	30	22	19	18
Buses	4	2	3	2	3	2	2	2

Source: Kingston Road Corridor Services Study, Background Report, Table A-3

(Council Action)

Alderman Layton, seconded by Alderman Pantalone, moved that Recommendation No. 2 of the report (dated February 24, 1984) from the Commissioner of Planning and Development, contained in the foregoing Clause be referred back to the City Services Committee; that the Commissioner of Planning and Development report to the Committee on the effect the proposed elimination of the portion of the Downtowner streetcar service as recommended would have on the Downtown transit services, and that the Toronto Transit Commission be advised of Council's action; which was carried.

Adoption of the Clause as amended was carried. April 2, 1984.